Remarks

The Office Action mailed October 14, 2005 has been carefully reviewed and the foregoing amendment has been made in consequence thereof.

Claims 1-18 and 20-38 are now pending in this application. Claims 1-17 are allowed. Claims 18, 21, 22, 27, 29-31, and 33 are rejected. Claim 19 is canceled. Claims 20, 23-26, 28, 32, and 34-38 are objected to.

Claim 38 has been amended to depend from independent Claim 33 rather than from independent Claim 18.

The rejection of Claims 18, 21, 22, 27, 29-31, and 33 under 35 U.S.C. § 102(e) as being anticipated by Doose et al. (U.S. 2004/0006412) is respectfully traversed.

Claim 18 has been amended to include the recitations of former dependent Claim 19, which was indicated as being allowable if written in independent form. Therefore, Applicants respectfully submit that independent Claim 18 is patentable over Doose et al.

Claims 21-22, 27, and 29-31 depend, directly or indirectly, from independent Claim 18. When the recitations of Claims 21-22, 27, and 29-31 are considered in combination with the recitations of Claim 18, Applicants submit that dependent Claims 21-22, 27, and 29-31 likewise are patentable over Doose et al.

Independent Claim 33 recites a unit programmed to provide ground situational awareness for an aircraft, said unit configured to "receive a resolution selection" and "generate data which causes a display of runway maps, taxiways maps, and a position of the aircraft with respect to the runways and taxiways to be displayed on an external display, according to the received resolution selection."

Doose et al. describe a method and system for providing taxiway navigational information to a crewmember of an airplane taxiing at an airport. The described airport taxiway

navigation system ("ATNS") includes an onboard computer system that displays a map of the taxiways of the airport, receives the name of each taxiway of the taxi route specified by the taxi clearance, and highlights the taxiways on a displayed map to provide a visual indication of the cleared taxi route for the crewmembers. The system further displays the runways and taxiways in relation to the location of the aircraft.

Doose et al. do not describe, nor suggest, a unit configured to receive a resolution selection and a unit that generates data which causes a display of runway maps, taxiways maps, and a position of the aircraft with respect to the runways and taxiways to be displayed on an external display, according to a received resolution selection. Therefore, Applicants respectfully submit that independent Claim 33 is patentable over Doose et al.

Claims 34-38 depend, directly or indirectly, from independent Claim 33. When the recitations of Claims 34-38 are considered in combination with the recitations of Claim 33, Applicants submit that dependent Claims 34-38 likewise are patentable over Doose et al.

For the reasons set forth above, Applicants respectfully request that the Section 102 rejection of Claims 18, 21, 22, 27, 29-31, and 33 be withdrawn.
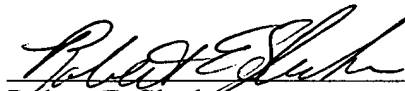
The objection to Claims 19, 20, 23-26, 28, and 32 is respectfully traversed. Claim 19 is canceled. Claims 20, 23-26, 28, and 32 depend, directly or indirectly, from independent Claims 18. Applicants submit independent Claim 18 is now patentable; therefore, Claims 20, 23-26, 28, and 32 likewise are patentable.

The objection to Claims 34-38 is respectfully traversed. Claims 34-38 depend, directly or indirectly, from independent Claim 33. Applicants submit independent Claim 33 is now patentable; therefore, Claims 34-38 likewise are patentable.

For the reasons set forth above, Applicants request that the objection to Claims 19, 20, 23-26, 28, 32, and 34-38 be withdrawn.

In view of the foregoing amendments and remarks, all the claims now active in the application are believed to be in condition for allowance. Reconsideration and favorable action is respectfully solicited.

Respectfully Submitted,

Robert E. Slenker
Registration No. 45,112
ARMSTRONG TEASDALE LLP
One Metropolitan Square, Suite 2600
St. Louis, Missouri 63102-2740
(314) 621-5070